

FTIP ID# RIV031202				
TCWG Consideration Date June 23, 2020				
PROJECT DESCRIPTION				
<p>The County of Riverside (County) proposes to construct a new two-lane roadway extending approximately 3.3 miles (mi) from the intersection of Hathaway Street and Westward Avenue in the City of Banning (City) to the intersection of Bonita Avenue and Morongo Trail in the unincorporated community of Cabazon. The two-lane roadway would include a striped median, shoulders usable by bicyclists, and a pedestrian sidewalk, and it would be constructed consistent with a future widening to four lanes if needed. Two alternative alignments are under consideration.</p> <p>When combined with existing roadways connecting to Interstate 10 (I-10), the new route would provide a new road parallel to I-10 between the I-10 Hargrave Street interchange in Banning and the Morongo Parkway (Morongo Trail) Interchange in Cabazon. Vehicular, bicycle and pedestrian traffic between these two interchanges must now use the freeway to make this connection.</p> <p>The proposed project is located in the City and in the community of Cabazon in unincorporated Riverside County, along with tribal lands of the Morongo Indian reservations (one alternative). Figure 1 shows both the regional location and project limits. Figure 2 shows the two alignments under consideration.</p> <p>Note that the traffic study for this project was completed in 2015 and analyzed an opening year of 2018. For the ongoing EIR/EA a portion of the traffic analysis has been updated to analyze 2022 as the opening year, showing no change to the traffic impact conclusions. The data below reflects these two sources.</p>				
Type of Project Construct new roadway				
County Riverside	Narrative Location/Route & Postmiles: Construct 3.3 miles of new local roadway on south side of I-10 between Banning and Cabazon			
Caltrans Projects – EA#				
Lead Agency:				
Contact Person Mary Zambon	Phone# (951) 955-6759	Fax#	Email MZAMBON@rivco.org	
Hot Spot Pollutant of Concern (<i>check one or both</i>) PM2.5 x PM10 x				
Federal Action for which Project-Level PM Conformity is Needed (<i>check appropriate box</i>)				
Categorical Exclusion (NEPA)	<input checked="" type="checkbox"/>	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
				Other
Scheduled Date of Federal Action: February 2021				
NEPA Assignment – Project Type (<i>check appropriate box</i>)				
Exempt	Section 326 –Categorical Exemption		<input checked="" type="checkbox"/>	Section 327 – Non-Categorical Exemption
Current Programming Dates (<i>as appropriate</i>)				
	PE/Environmental	ENG	ROW	CON
Start	Jan 2011			
End	Feb 2021			

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Project Need Summary

Emergency Bypass for I-10. The City of Banning and the community of Cabazon are approximately three miles apart, and are connected only by I-10. There are no local roadway connections. This segment of I-10 is the first segment east of Los Angeles that has no local parallel route. When the freeway is fully or partially closed due to an emergency, the shortest available detour routes force I-10 motorists to travel either 75 miles north through Victorville or 45 miles south through Hemet or Idyllwild before rejoining their planned route. In recent years, this stretch of I-10 has been fully or partially closed several times due to accidents, police activity, hazardous spills, or construction, and delays in excess of ten hours have resulted.

Improve Local Circulation. Improving local circulation is the responsibility of local jurisdictions as specified by County and City General Plans, which address the need for mobility to match growth.

With no surface street connecting the City and Cabazon, local motorists use I-10 for short-range trips, thereby adding local trips to already heavy traffic flows on the freeway and at local interchanges. Also, without a local roadway connecting the two cities, bicyclists between Cabazon and Banning must use the freeway, and pedestrians have no connection at all.

- To reach the freeway for both local and long-range trips, Cabazon residents who live south of the Union Pacific Railroad (UPRR) must use the existing at-grade railroad crossings, where they may face lengthy delays caused by long, slow trains. Emergency vehicles may also be delayed by such trains.

Project Purpose Summary

The purpose of the proposed project is to construct a new roadway connecting the City and Cabazon in order to address the needs identified above, including the following:

- Provide an emergency bypass to I-10 between the City and Cabazon for use when the freeway is fully or partially closed.
- Provide improved local circulation at all times for motorists, emergency vehicles, bicyclists, and pedestrians, with the following characteristics:
 - Does not require use of the freeway
 - Provides bicyclists and pedestrians with a safe route between the two communities
 - Improves general and emergency access for Cabazon residents who live south of the railroad tracks
- Improve the transportation facilities connecting Banning and Cabazon to address anticipated growth and mobility needs as identified in the County General Plan Circulation Element Policy 1.5 (cited below) as well as the City General Plan Circulation Element:

Riverside County General Plan Circulation Element Policy 1.5: Evaluate the planned circulation system as needed to enhance the arterial highway network to respond to anticipated growth and mobility needs (AI 49).

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Rural residential developments and open spaces account for the majority of the land uses within the vicinity of the I-10 Bypass.

<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2022 I-10 Bypass</p> <p>No Build: ADT = 0, Truck ADT = 0 (0%), LOS = N/A Build: ADT = 5,200, Truck ADT = 832 (16%), LOS = C</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2038 I-10 Bypass</p> <p>No Build: ADT = 0, Truck ADT = 0 (0%), LOS = N/A Build: ADT = 17,900, Truck ADT = 2,864 (16%), LOS = C</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT 2022 I-10</p> <p>No Build: ADT = 179,300, Truck ADT = 28,700 (16%), LOS = E Build: ADT = 174,800, Truck ADT = 28,000 (16%), LOS = E</p> <p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT 2038 I-10</p> <p>No Build: ADT = 250,700, Truck ADT = 40,100 (16%), LOS = F Build: ADT = 234,200, Truck ADT = 37,500 (16%), LOS = F</p>
<p>Describe potential traffic redistribution effects of congestion relief (impact on other facilities) See attached analysis</p>
<p>Comments/Explanation/Details (attach additional sheets as necessary) See attached analysis</p>

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The proposed project is located within a nonattainment area for federal PM_{2.5} standards and within an attainment/maintenance area for the federal PM₁₀ standards. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project would build a new two-lane roadway extending approximately 3.3 miles (mi) from the intersection of Hathaway Street and Westward Avenue in the City of Banning (City) to the intersection of Bonita Avenue and Morongo Trail in the unincorporated community of Cabazon. Based on the *Traffic Operations Analysis* (Kimley-Horn and Associates, Inc., April 2015), by 2038 the proposed project would shift up to 17,900 daily trips from I-10 to the bypass. Tables 1 and 2 list the average daily traffic (ADT) and truck ADT volumes along I-10 and the proposed I-10 Bypass for the 2022 and 2038 conditions, respectively. The traffic volume along the proposed I-10 Bypass would not exceed the 125,000 average daily trips threshold or 10,000 truck trip threshold for a POAQC.
- ii. Tables 3, 4, 5, and 6 list the 2022 and 2038 intersection levels of service for the no build and build conditions. As shown, after mitigation, the proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.

Table 1: 2022 Traffic Volumes

Roadway	No Build		Build		Project Increase	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
I-10	179,300	28,700	174,800	28,000	-4,500	-700
I-10 Bypass	0	0	5,179	829	5,179	829

Source: *Traffic Operational Analysis Revised Final Report* (April 2015).

Table 2: 2038 Traffic Volumes

Roadway	No Build		Build		Project Increase	
	ADT	Truck ADT	ADT	Truck ADT	ADT	Truck ADT
I-10	250,700	40,100	234,200	37,500	-16,500	-2,600
I-10 Bypass	0	0	17,900	2,864	17,900	2,864

Source: *Traffic Operational Analysis Revised Final Report* (April 2015).

Table 3: 2022 without Project Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
2.	I-10 WB Ramps/North 8th Street	48.2	E	27.6	D
3.	I-10 EB Ramps/South 8th Street	79.0	F	40.1	E
15.	Charles Street/Hargrave Street	10.8	B	11.8	B
18.	Hathaway Street/Barbour Street	8.8	A	8.5	A
21.	I-10 WB Ramps/Morongo Trail	6.3	A	44.9	E
30.	22nd Street/I-10 WB Ramps	13.3	B	70.1	F
31.	22nd Street/I-10 EB Ramps	26.6	D	71.7	F

Source: *Traffic Operational Analysis Revised Final Report* (April 2015).

I-10 = Interstate 10 EB = eastbound

LOS = level of service sec = seconds

WB = westbound

Table 4: 2022 with Project Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
2.	I-10 WB Ramps/North 8th Street	24.8	C	27.1	D
3.	I-10 EB Ramps/South 8th Street	141.3/19.0 ¹	F/C	31.5/13.9	D/B
15.	Charles Street/Hargrave Street	11.1	B	11.4	B
18.	Hathaway Street/Barbour Street	11.5	B	12.7	B
21.	I-10 WB Ramps/Morongo Trail	6.1	A	22.4	C
30.	22nd Street/I-10 WB Ramps	12.9	B	40.8	E
31.	22nd Street/I-10 EB Ramps	26.6	D	71.7	F

Source: *Traffic Operational Analysis Revised Final Report* (April 2015).

1. Unmitigated/Mitigated LOS and Delay

I-10 = Interstate 10 EB = eastbound

LOS = level of service sec = seconds

WB = westbound

Table 5: 2038 without Project Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
2.	I-10 WB Ramps/North 8th Street	15.1	B	18.2	B
3.	I-10 EB Ramps/South 8th Street	15.6	B	19.3	B
15.	Charles Street/Hargrave Street	12.6	B	15.3	C
18.	Hathaway Street/Barbour Street	9.1	A	8.6	A
21.	I-10 WB Ramps/Morongo Trail	38.0	E	711.7	F
30.	22nd Street/I-10 WB Ramps	12.6	B	12.3	B
31.	22nd Street/I-10 EB Ramps	12.6	B	13.3	B

Source: *Traffic Operational Analysis Revised Final Report* (April 2015).

I-10 = Interstate 10 EB = eastbound

LOS = level of service sec = seconds

WB = westbound

Table 6: 2038 with Project Intersection LOS

Intersection		AM Peak Hour		PM Peak Hour	
		LOS	Delay (sec)	LOS	Delay (sec)
2.	I-10 WB Ramps/North 8th Street	12.4	B	16.3	B
3.	I-10 EB Ramps/South 8th Street	20.3	C	23.1	C
15.	Charles Street/Hargrave Street	20.5/15.2 ¹	C/B	>500/18.2	F/B
18.	Hathaway Street/Barbour Street	48.3/13.8	E/B	>500/14.1	F/B
21.	I-10 WB Ramps/Morongo Trail	13.8	B	318.2	F
30.	22nd Street/I-10 WB Ramps	9.1	A	11.4	B
31.	22nd Street/I-10 EB Ramps	13.0	B	13.9	B

Source: *Traffic Operational Analysis Revised Final Report* (April 2015).

1. Unmitigated/Mitigated LOS and Delay

I-10 = Interstate 10 EB = eastbound

LOS = level of service sec = seconds

WB = westbound